

Message Text

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ORIGIN EUR-12

INFO OCT-01 ISO-00 DODE-00 SIG-03 MMO-01 CIAE-00 PM-05
INR-10 L-03 ACDA-12 NSAE-00 PA-01 SS-15 SP-02
ICA-11 TRSE-00 /076 R

DRAFTED BY OASD/ISA:CDR. BITOFF:KS
APPROVED BY EUR/RPM:CTHOMAS
OASD/ISA:MGEN. BOWMAN
MRA AND L:L/C ELLIS
DEPT ARMY:L/C THOMPSON
EUR/RPM:JAFROEBE
DEPT. AIR FORCE:L/C ELEFRITZ
-----117210 170746Z /11

P R 170720Z JUN 78
FM SECSTATE WASHDC
TO USMISSION USNATO PRIORITY
USCINCEUR VAIHINGEN GE
CINCUSAFE RAMSTEIN AB GE
INFO ALL NATO CAPITALS
PICATINNYARS DOVER NJ
CINCUSAREUR HEIDELBERG GE
CINCUSNAVEUR LONDON ENG
CINCLANT NORFOLK VA
USLOSACLANT NORFOLK VA
ABERDEEN PROVING GROUND MD
ARRCOM ROCK ISLAND ILL
USNMRSHAPE BRUSSELS
ASD WPAFB OHIO
AFLC WPAFB OHIO
CDR 1ST TNGBGD FT KNOX KY
CDRUSATACOM WARREN MI

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E.O. 11652:GDS

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TAGS: MARR, NATO

SUBJECT: AD HOC COMMITTEE ON EQUIPMENT INTEROPERABILITY
WORKING GROUP NO. 4 ON FUELS (AC/297'(WG/4)

REF: USNATO 02380, (DTG 071833Z MAR 78)

ADDITIONAL INFORMATION REQUESTED BY REFTEL ON
US ARMY AND AIR FORCE HELICOPTERS USING F-34 FUEL IS
PROVIDED BELOW. TECHNICAL DATA SHOULD BE READ IN
COLUMNAR ORDER AS PER US NATO A-417 (QUESTIONNAIRE ON
TEST CONDITIONS FOR LAND BASED HELICOPTERS).

A. US AIR FORCE DATA

- AIR FORCE PLANS TO CONDUCT ADDITIONAL LOW TEMPERATURE
TESTING ON SELECTED HELICOPTERS IN FY 79 AND RESULTS
WILL BE MADE AVAILABLE TO FUELS WORKING GROUP WHEN
TESTS ARE COMPLETED.

(1) SERIAL NO. (2) TYPE OF HELICOPTER

UK-1F	-	UTILITY
HH-1H	-	CARGO
UH-1N	-	UTILITY
UH-1P	-	UTILITY
CH-3B	-	CARGO
CH-3E	-	CARGO
HH-3E	-	CARGO
HH-53B	-	RESCUE
HH-53C	-	CARGO
CH-53C	-	CARGO

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(3) TEST CONDITIONS (IN PARTICULAR COLD WX CONDITIONS)
WITH INDICATION OF TEMPERATURE:

- DATA ON THE UH-1F, UH-1P, CH-3B, CH-3E, HH-3E
BASED ON SIMILARITIES BETWEEN T58 AND T64 ENGINES.

- HH-1H DATA IS BASED ON US ARMY EXPERIENCE.

- UH-1N DATA IS BASED ON MANUFACTURER'S TEST USING
COMMERCIAL JET A1 FUEL.

- THE HH-53B, HH-53C, AND CH-53C DATA IS BASED ON
MANUFACTURER'S EXPERIENCE.

(4) CONSTRAINTS EXPERIENCED (DEGREES F) MINIMUM STARTING
TEMPERATURE

- - -
15
25
-47
15
15

15
15
15
15
15

(5) PROPOSALS TO OVERCOME DIFFICULTIES FOR THE TIME
WHEN F-34 WOULD BE THE PRIMARY JET FUEL IN NATO.

FOLLOWING POINTS ARE APPLICABLE TO ALL LISTED
HELICOPTERS:

- USE OF ENGINE INLET HEATERS WHILE ON GROUND.
 - POSSIBLE FUEL CONTROL RESCHEDULING.
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- POSSIBLE FUEL NOZZLE REDESIGN.

B. US ARMY DATA

- ARMY HAS NOT CONDUCTED FORMAL FLIGHT TESTING
OF HELICOPTERS UTILIZING JP-8 (F-34) FUEL. HOWEVER,
THERE HAS BEEN CONSIDERABLE INVESTIGATION OF THE EFFECT
OF JP-8 ON ARMY TURBINE ENGINES.

- ARMY AVIATION RESEARCH AND DEVELOPMENT COMMAND
HAS INITIATED A COMPREHENSIVE STUDY TO DETERMINE
ACTIONS REQUIRED BY ARMY AVIATION TO INSURE SMOOTH
TRANSITION FROM JP-4 TO JP-8 FUEL.

- FOLLOWING DATA WAS DERIVED FROM MANUFACTURER'S
TESTS AND CONSISTS OF TURBINE ENGINE POWERED ARMY
AIRCRAFT THAT MIGHT BE STATIONED IN EUROPE. (BECAUSE
US ARMY WAS NOT INCLUDED IN PREVIOUS SURVEY, DATA ON
OV-1, C-12 AND U-21 FIXED WING AIRCRAFT IS INCLUDED
AT THIS TIME.)

(1) SERIAL NO./ENGINE (2) TYPE HELO

UH-1	T53-L-11D	UTILITY
UH-1	T-53-L-13B	UTIL, TY
AH-1	T-53-L-13B/703	ATTACK
OH-6	T-63-A-5A/700	OBSERVATION
CH-47	T-55-L-7C	CARGO
CH-47	T55-L-11A/11D	CARGO
CH-54	T73-, -1/700	CARGO
OH-58	T63-A-700/720	OBSERVATION
OV-1	T53-L-7/7A	OBSERVATION (FIXED WING)
OV-1	T53-L-15/701	OBSERVATION (FIXED WING)

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C-12 PT6A-38 CARGO (FIXED WING)
U-21 T74-CP-700/702 UTILITY (FIXED WING)
U-21 PT6A-28 UTILITY (FIXED WING)

(3) CONSTRAINTS EXPERIENCED (DEGREES F) MINIMUM
STARTING TEMPERATURE

- 47
10
10
3
EMERGENCY USE ONLY
-33
-47
3
-47
10
-47
47

(4) PROPOSALS TO OVERCOME DIFFICULTIES FOR THE TIME
WHEN F-34 WOULD BE THE PRIMARY JET FUEL IN NATO.

- THE FINAL REPORT OF THE ARMY AVIATION RESEARCH
AND DEVELOPMENT COMMAND COMPREHENSIVE STUDY WILL
INCLUDE, AS A MINIMUM, POSSIBLE TESTING OR DESIGN
CHANGES, OPERATION LIMITATIONS AND RECOMMENDATIONS
FOR CONVERSION. RESULTS OF THIS STUDY ARE EXPECTED
LATER THIS MONTH, AND WILL BE FORWARDED TO WG-4.

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: STANDARDS, MILITARY EQUIPMENT, COMMITTEE MEETINGS, FUELS
Control Number: n/a
Copy: SINGLE
Draft Date: 17 jun 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978STATE154908
Document Source: CORE
Document Unique ID: 00
Drafter: CDR. BITOFF:KS
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D780253-0851
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780647/aaaaboix.tel
Line Count: 205
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: d90dc486-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EUR
Original Classification: SECRET
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators: n/a
Previous Classification: SECRET
Previous Handling Restrictions: n/a
Reference: 78 USNATO 2380
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 31 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2306927
Secure: OPEN
Status: NATIVE
Subject: AD HOC COMMITTEE ON EQUIPMENT INTEROPERABILITY WORKING GROUP NO. 4 ON FUELS (AC/297\'(WG/4)
TAGS: MARR, NATO
To: USNATO USCINCEUR VAIHINGEN GE MULTIPLE
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/d90dc486-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014